



# Transportation Research Board

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Transportation



# Statewide Vision & BRAC: Transportation Choices

Transit – Provide safe & efficient mobility; minimize environmental impacts

Smart Growth – Expand transportation choices by revitalizing existing communities

Demand Management – Reduce SOV trips, promote telework, bike/ped, car/van pools, transit benefits, etc.

Strategic Investment – Fund key highway and transit investments

# Maryland's High – Low Strategy

- Advance both major and minor capital projects in preparation for BRAC
- In short-term, focus on lower cost, readily delivered improvements with meaningful benefit
- Parallel to that effort, focus additional efforts on long-term, higher cost, capital initiatives
- Given economic climate/funding challenges, continuously refine priorities with stakeholders; jointly work to identify funding

# Long Term “High” Actions: System Improvements

- MARC Growth & Investment Plan
  - Purchase of 13 bi-level commuter coach cars; 26 new locomotives
  - Track improvements on Camden, Brunswick and Penn lines
- Central Maryland Transit Maintenance Facility
  - Partnership with Howard County
- Highway Improvement Projects
  - SHA
    - MD 175
    - MD 198 (in partnership w/ Anne Arundel County)
    - MD 5/Branch Ave Metro Access
  - MdTA
    - I – 95 Express Toll Lanes (ETLs), JFK Section 100
    - I – 95 Section 200

# Long Term “High” Actions: Transit Oriented Development

- Initiatives at BRAC MARC Stations
  - Laurel
  - Odenton
  - Savage
- Aberdeen MARC Station as potential Multimodal Transit Center
  - Market Analysis and feasibility study complete
  - TOD options and funding identification coordinated w/ County, City and local stakeholders

# Short Term “Low” Actions:

## Intersection Improvement Program

- Improvements at APG, FGGM and NNMC for the most heavily impacted intersections
- \$115M programmed in FY10-15 CTP
  - CTP funding intended for Design, Right of Way and some Construction costs
  - Coordinating w/ local stakeholders to prioritize improvements and phasing
- AAFB Intersections and Fort Detrick improvements proceeding in Design
- Federal Right of Way on Critical Path (e.g. FGGM, National Institutes of Health)

# Short Term “Low” Actions: Transit Improvements

- Aberdeen and Edgewood MARC Station Improvements
  - Parking and Station upgrades
  - Coordination with Amtrak
- Improved Commuter Bus service; increased resources for Locally Operated Transit Systems (LOTS)
  - Potential new routes identified, but require funding determination
- DoD shuttles circulating on-post and connecting to transit facilities
  - Memoranda of Agreements in development
  - Coordinating with LOTS

# Short Term “Low” Actions:

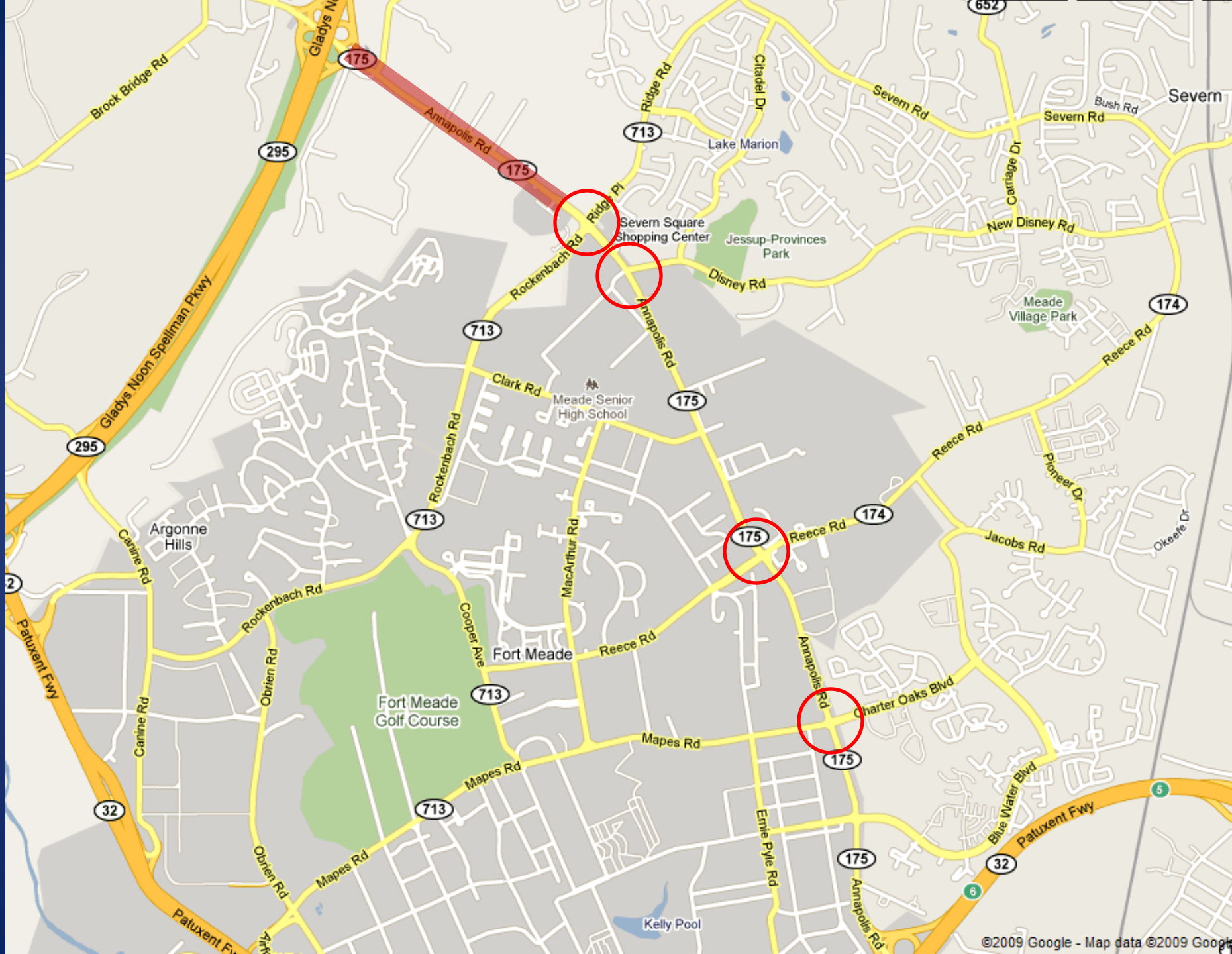
## Transportation Demand Management (TDM)

- TDM Goals:
  - Increase Transportation Capacity
  - Reduce Congestion/SOV trips
  - Reduce Air/Noise Pollution
  - Promote Bike/Ped Access, Traffic Safety
- Developing TDM Plans at Installations
  - Shuttle services (coord. w/ installation tenants/contractors)
  - Car/Van Pool
  - Bicycle/Pedestrian
  - Rideshare; Rideshare Coordinators
  - Expanded Guaranteed Ride Home Program
  - Telework, Flex Hours
  - Coordination with Local Business Community
  - Clearly defined goals/metrics to measure against annually



# FGGM Intersection Overview

- 35 intersections analyzed for level of service and feasibility
- 4 determined most critical to BRAC/EUL
  - MD 175 at MD 713 (Rockenbach/Ridge Road)
  - MD 175 at Disney/21<sup>st</sup> Street
  - MD 175 at MD 174 (Reece Road)
  - MD 175 at Mapes/Charter Oaks Blvd.
- Approximately \$47M available to implement
- Intersections prioritized by stakeholders into tiers
  - Developer performance of widenings at MD 175 included in top priority projects
  - DAR application pending at SDDC (Rockenbach/Disney; Mapes; Reece)
  - FGGM Access Control Point Project at Rockenbach important consideration with respect to network LOS; State coordinating w/ FGGM
  - TDM to play critical role



# NNMC Intersection Overview

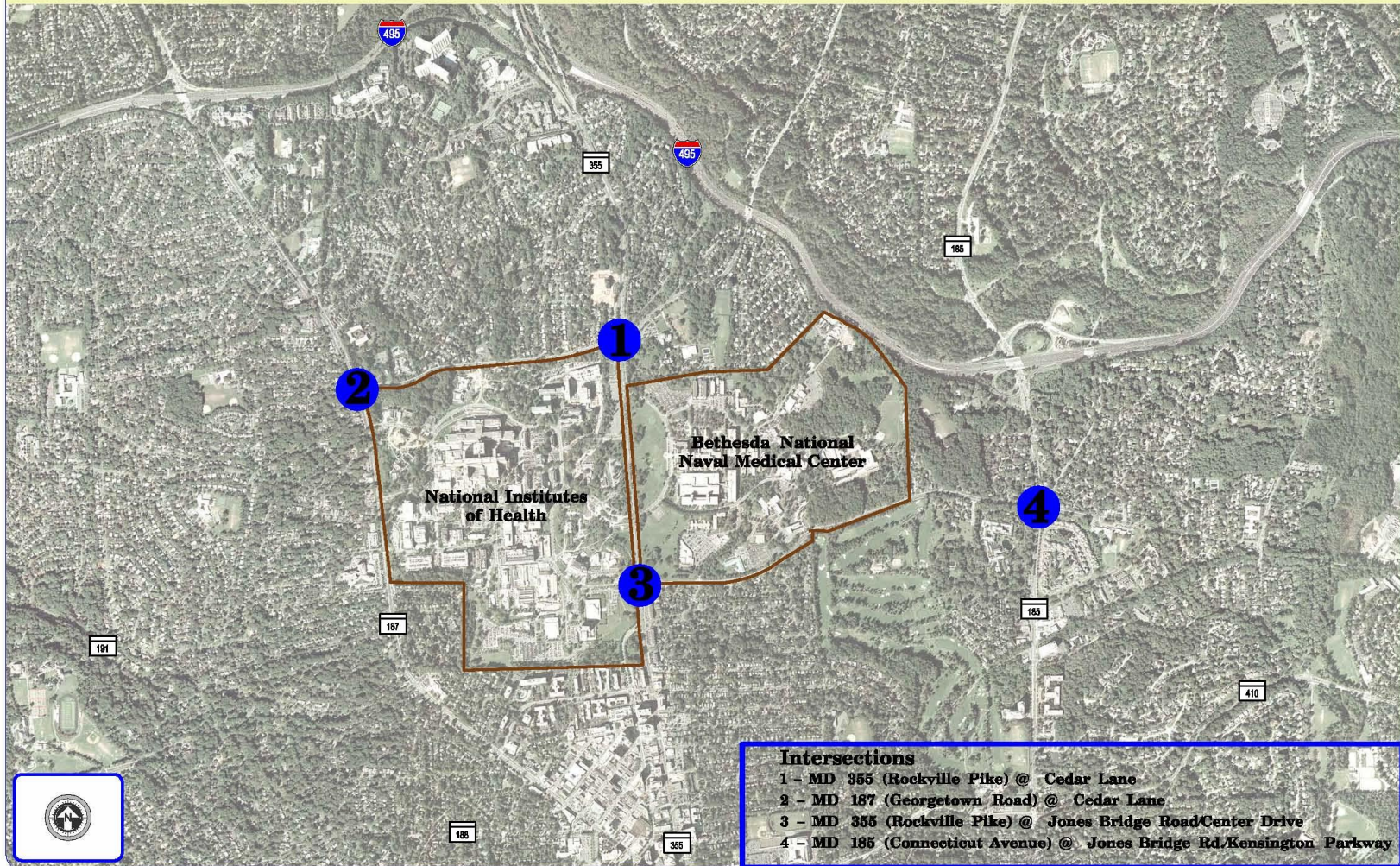
- 27 intersections analyzed for level of service and feasibility
- 4 determined most critical to BRAC
  - MD 355 (Rockville Pike) @ West Cedar Lane
  - MD 355 (Rockville Pike) @ Jones Bridge Rd
  - MD 187 (Old Georgetown Rd) @ West Cedar Lane
  - MD 185 (Connecticut Ave) @ Jones Bridge Rd
- Approximately \$34M available to implement; additional potential DoD funding pending
- Intersections further prioritized into phases/tiers
- Coordinated w/ MCDOT Bike/Ped Project, MD 355 Crossing (DAR), and NNMC Gate Improvements





MARYLAND DEPARTMENT OF TRANSPORTATION  
State Highway Administration

## BRAC Intersection Improvements Near Bethesda



# APG Intersection Overview

- 31 intersections analyzed for level of service and feasibility
- 6 determined most critical to BRAC
  - US 40 at MD 715/Old Philadelphia Road
  - US 40 at MD 159/MD 7
  - MD 22 at Old Post Road
  - MD 22 at Beards Hill Road
  - MD 22 at MD 462
  - US 40 at MD 155/MD 7A
- Priority project at US 40 at MD 715 interchange fully funded (\$43M)
  - Scheduled to advertise as a design/build contract April 2010
  - Construction to begin in Fall 2010
- Design of additional priority projects proceeding
  - Potential DoD funding (DAR) pending at MD 22 @ Old Post Rd & MD 462
  - MD 22 at Beards Hill Road and US 40 at MD 155/MD 7A on hold pending identification of additional funding.



# Aberdeen Intersections Selected for Final Design

Intersections Labeled by Yellow Circles:

(10) US 40/MD 7/MD 159

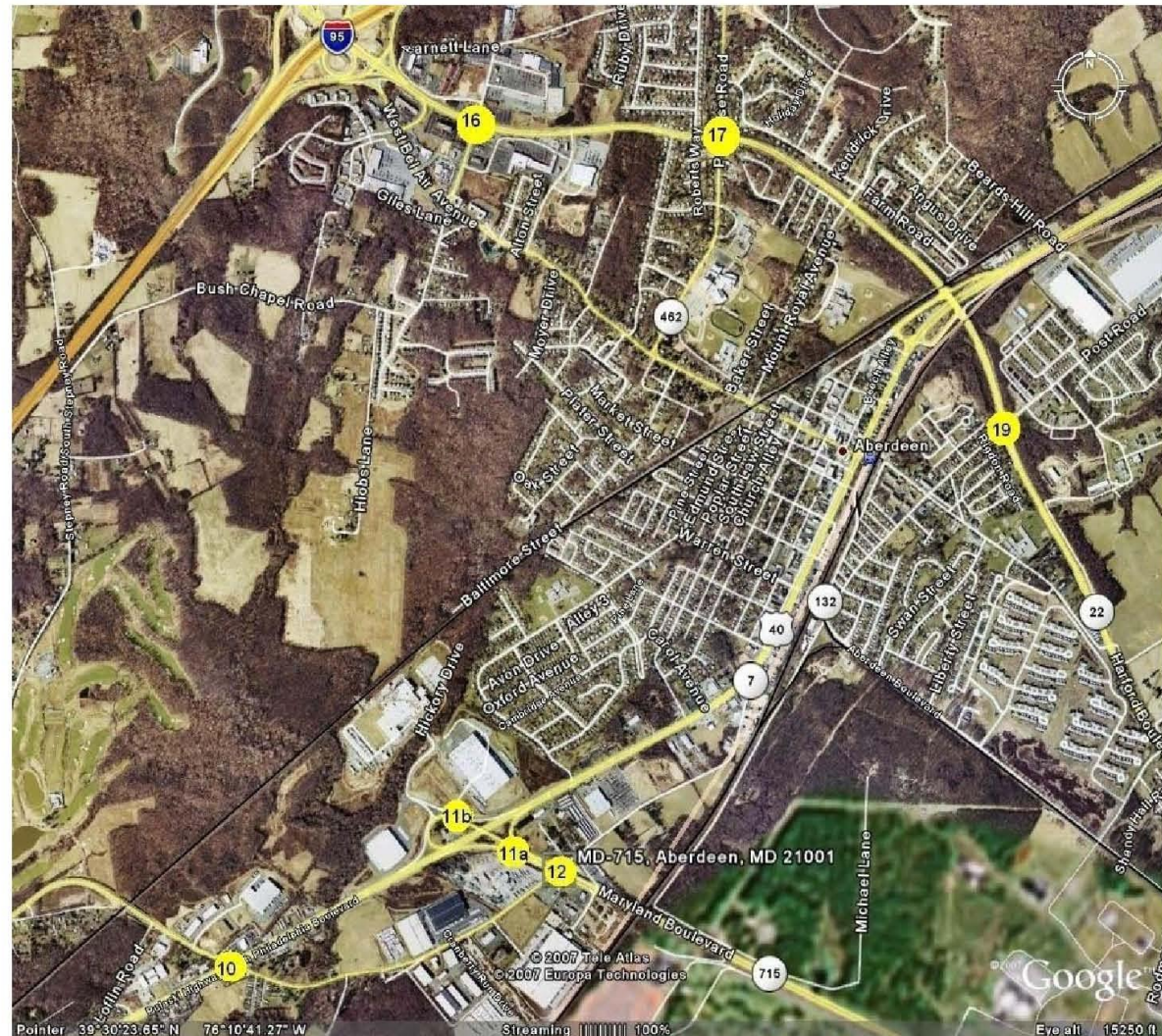
(11a,11b,12) - US 40/MD 715 Interchange and MD 715/Old Philadelphia Rd

(16) MD 22/Beards Hill

(17) MD 22/MD 462

(19) MD 22/MD Old Post Rd

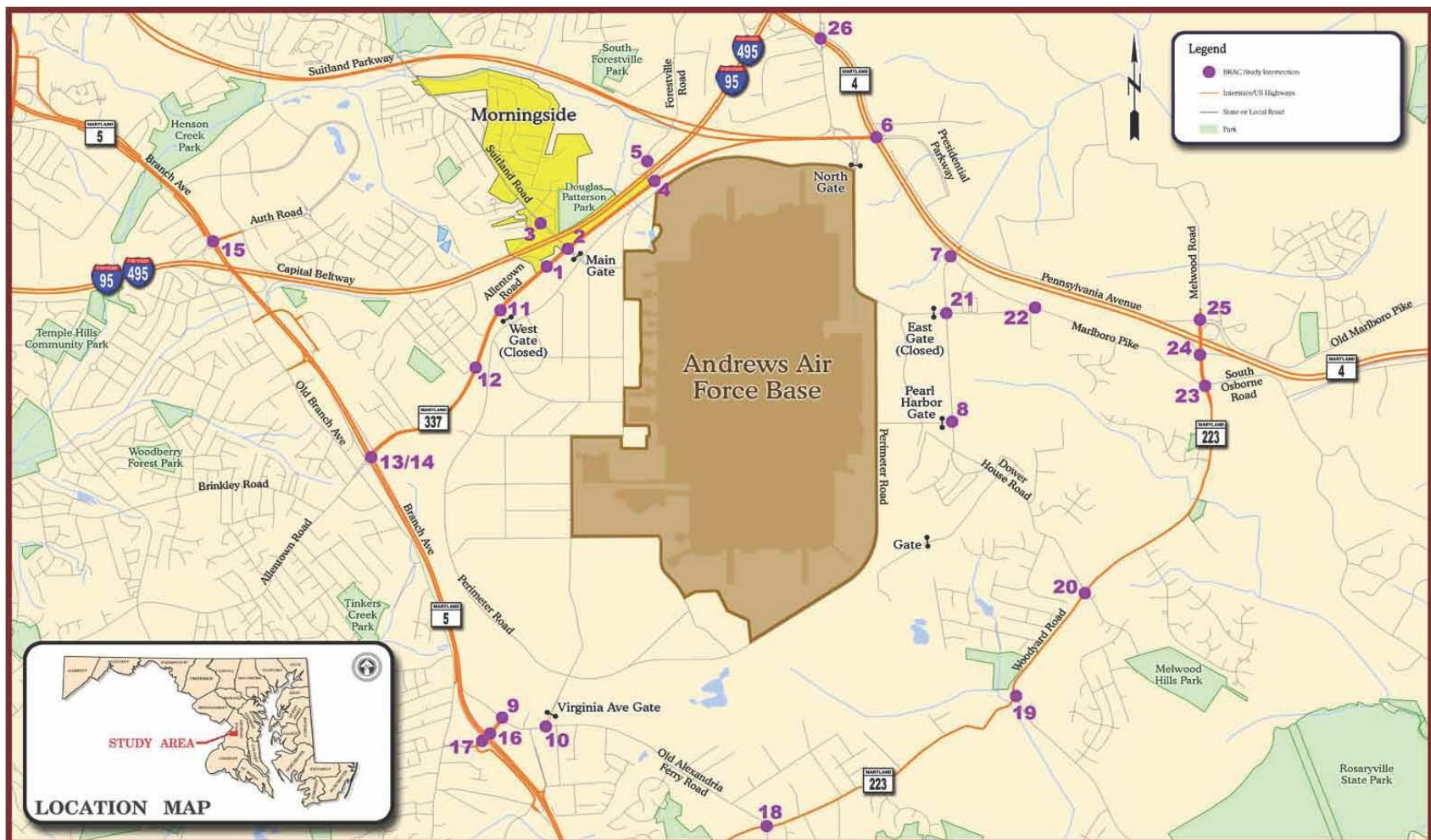
(Not Shown) US 40/MD 155/MD 7A



# AAFB Intersection Overview

- 24 intersections analyzed for level of service and feasibility
- 3 determined most critical to BRAC
  - MD 337 (Allentown Road) @ I-495/I-95 NB Off-Ramp
  - MD 337 at Suiteland Road (MD 218)/Westover Drive
  - MD 223 at Marlboro Pike/South Osborne Road
- \$2.5 FY10 THUD monies to be used for preliminary design of the MD 337 intersections
- Efforts coordinated with County projects at Old Alexandria Ferry and Dower House Roads; plus other BRAC-related initiatives in corridor (e.g. Branch Ave)







# MDOT Federal Funding Focus for BRAC

- Annual Appropriations for
  - Transportation, Housing and Urban Development (THUD)
  - Department of Defense (DoD)
    - Operations and Maintenance (O&M) – for right of way (DoD Land) transfers, shuttle bus service
  - Military Construction
    - Defense Access Roads (DAR) – for transportation project funding
- Surface Transportation Authorization
- Defense Authorization
- American Recovery and Reinvestment Act (ARRA); Discretionary Grant Programs
  - High Speed Intercity Passenger Rail (HSIPR)

# DoD's DAR Program and BRAC

- Historically not a robustly funded program (avg. annual funding of approximately \$20M/yr dating back to 1950s)
- NMMC successful in certification for eligibility of funding of first transit project at Medical Center Metro (anticipated at \$20M)
- Installation applications pending at FGGM and APG for certain SHA Intersection Improvements
  - MD 22/Old Post Road; MD 22/MD 462 (APG)
  - MD 175/Reece Rd; MD 175/Mapes Rd (FGGM)
- Potential application under consideration at AAFB
- BRAC Stakeholders coordinate advocacy efforts

# BRAC Recommendations

## **DEFENSE ACCESS ROADS**

1. Increase annual DAR funding levels by
  - making it an authorized surface transportation program, and
  - Increasing DoD funds for the program in annual Defense Authorization and MilCon Appropriations bills
2. Increase flexibility of DAR: “Defense Access *Transportation*” (e.g. Transit and Intermodal projects)
3. Integrate State and local transportation officials into project evaluation and decision-making

## **ENHANCED USE LEASE**

1. Clear Mitigation Process for EUL Initiatives
  - PILOT Agreement at APG

# BRAC Recommendations (continued)

## **Modified Shuttle Bus Service** at Installations

- Increase funding and flexibility

**Consideration of transportation infrastructure needs** beyond scope of Environmental Impact Statements prior to future BRAC actions.

**Funding for Commuter Rail systems** serving the nation's capital, carrying high volumes of federal employees with links to WMATA and the NEC, and providing significant connectivity in a region encompassing multiple urbanized areas.

**Strategic Highway Network (STRAHNET) maintenance and improvement account** within DoD Budget.

# Q&A